

# APPENDIX D PREFERENCES SURVEY RESULTS

**NEWPORT COHO/BRANT INFRASTRUCTURE REFINEMENT PLAN  
PROJECT PREFERENCES SURVEY  
MAY 16, 2012**

**INSTRUCTIONS**

- Find the corresponding display identified by numbers 1 through 13.
- Record your preferences and comments below.
- Return the form to City staff or one of the project consultants.

**SECTION A - NEIGHBORHOOD CIRCULATION**

**This section requests your input on the overall circulation framework for the neighborhood. Circulation generally refers to the travel routes utilized by automobiles, bicycles, and pedestrians. (Please view the project displays for the alternatives)**

**1. Neighborhood Circulation: Please select your preferred circulation plan.**

27      Alternative #1  
7        Alternative #2

**Comments:**

- I like alternative #3.
- #1. With curve or roundabout on 35th & Abalone roundabout of Hwy onto Abalone.
- Neither. I don't think Coho needs to be a street. Prefer Abalone with meander.
- #1. W/o Coho connection north of 29th (Loop Rd through Shroeder site) drop attached walk east side of existing Abalone north of Safe Haven ramp. Add state park emergency access at anchor.
- #2. With a curve at 35th.
- #2. Limit multi-use paths to collectors. Accommodate marina & Rogue traffic-big, long vehicles, with separate right and no stop control for WB traffic.
- #1. Property ownership issues need to be defined & agreed.
- #1. Look at "hybrid" – expand Abalone 30' west along OMSI, don't move entire road?
- #2. Round-a-bout at 35th & Abalone.
- #1. Section B&C trump Alt #1. No shared use path on 28th St. Too much shared path for this little neighborhood – use Sharo on 20 ft. paved segments in sensitive areas – Giant trees on ROW save.
- #1. Too much shared path for this small area. Use show 20 ft. paved segments in sensitive areas. Keep Grant trees on ROW.
- #1. Traffic in this area is slight. If the collector & minor streets are paved (pen section B comments) Bikes and walkers can easily traverse the neighborhood without shared-use/ bike paths. Do not remove any trees.
- #1. Sm neighborhood sidewalks not good. Keep it simple. Sm roads etc.
- #1. Option trump alternative. To many changes in small quiet little residential area. No need for sidewalk or bike shared paths all over. Save all the big trees on the right of way.
- #1. But Section B & C trump alternative #1 / No shared use path on 28th St. Too much shared path for this neighborhood – use sharo on 20 ft. paved segments in sensitive areas.
- #1. No shared path on 28th St. Section B & C trump Alt #1.
- #1. I prefer alternative #1 w/the exception of, NO vehicular traffic on Coho from 29th to 27th. There is currently no road & no need. A shared use path would be a good alternative.
- #1. #1 except for our neighborhood does not need a road to go through on Coho from 29th to 27th. A shared use path would be a wonderful alternative & a neighborhood enhancement.
- #1. Options trump this alternative. Small quiet neighborhood needs only 20 ft paving.

**SECTION B – STREET IMPROVEMENT PROJECTS**

**This section requests your input on specific street improvement projects that may be included in the refinement plan. (Please view the “section options” presented in the project displays for street section design options. The letter “C” denotes collector streets and the letter “M” denotes minor streets)**

**2. SW Abalone Street – SE Marine Science Drive to SW 35th Street (including the proposed extension): Please select your preferred street section design option.**

8 Option C1  
17 Option C2  
11 Option C3

**Comments:**

- C2. With turn lane.
- C2. At 2 plys with turn lane.
- C2. Add turn lane.
- Concerned about future truck traffic if Pacific Way is closed.
- C2. C3 is good as a reduced section option, but should try to design to C2.
- C3. Expanded at – center turn lane needed at entrances of the two properties.
- C2. All alternatives will be impacted at intersection w/storage needs for left turns. C2 allows ROW to best provide future dimensional needs.
- C2. Alt 1.
- C2. Put sidewalk away from travel lane (separated by vegetation).
- C3. Modified – see Matt’s diagrams. Need s/w separated by planting strip on east side. Consider landscape “zone” on west.
- C2. No swale.
- C3. Keep rds sm less paved space.
- C3. 8 ft. shared use path. No swale.
- C2. No swale.
- C2. No swale.
- C3. Alt #1.
- C3. No swale, sharo on 22 ft road.

**3. SW 26th Street – SW Brant Street to SW Abalone Street: Please select your preferred street section design option.**

15 Option M1  
9 Option M3  
7 Other

**Comments:**

- Alternate 1. Shared use path.
- Other. No improvements.
- Other. M6 w/ attached walk (north side).
- Other. No sidewalk or path.
- Other. None needed/neither.
- M1. No parking, no shared use path necessary. (There’s a shared use path close by already).
- M3. No other improvements.
- Alt 1 – two way traffic & shared use path.
- M1. Alt 1.
- M1. No parking, no shared use path. There is a brand new shared use path along the bay just a few feet from here.
- M1. No reason to have parking in this section.

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## APPENDIX D: PREFERENCES SURVEY RESULTS

- M1. There is no reason to have parking on this section. There is a brand new shanos-use / bike path behind the condos on the north side of 26th St. No need for another shano.
- M1. No parking lane.
- M1. No shared path, new jetty trail is right there.
- M1. No parking. No shared path.
- M1. No shared path.
- Other. No parking.
- M1. No parking.
- Other. Plain paving. There are condo's on north side & three driveways on south/w shared use on north side of condo's.
- Other. Shared use on northside of condo w/3 driveways.

### 4. **SW 27th Street – SW Brant Street to SW Abalone Street: Please select your preferred street section design option.**

10      Option M1  
7      Option M3  
7      Option M4  
2      Option M5  
4      Other

#### **Comments:**

- Other. No improvements.
- Other. None. Leave Alone to steep on South Side.
- Other. M6 w/ attached walk (north side). Parking one side.
- M4. Alternate 1 choice.
- No improvements.
- M5. ? No parking. No Sidewalk. Not enough width for path or walk.
- None. No on street parking.
- M3. Alt 1.
- M1. No parking.
- M1. Again, no need for parking in this section.
- M1. Again, there is no reason to have parking on this street. It is almost all driveways from Brant to Abalone.
- M4. No parking ask those that live there.
- M4. No parking spaces, no swale – there's no room.
- M1. No parking.
- M1. No parking.
- Just pave it nothing else.
- M4. No parking spaces. No swale.
- Other. No parking.
- M1. No parking.
- M4. No parking.
- M4. No parking.

### 5. **SW 28th Street – SW Coho Street to SW Abalone Street: Please select your preferred street section design option.**

4      Option M6  
12      Option M7  
13      No Improvements  
3      Other

**Comments:**

- M6. No parking. Alternative 2 choice. Check slope between Brant and Coho – access for fire?
- Other. M1. (SW 27th St alternatives). Extend the path to Abalone (this could be an ADA challenge).
- No improvements.
- NI. Steep bank + poor visibility to enter/exit on Abalone.
- M6. Sidewalk north side. Parking one side. Walk to connect to Abalone.
- M7. Alt 2.
- M7. Alt 2.
- M6. Parking on 1 side only.
- NI. From Brant West. Many trees in danger by moving ROW on Coho property access on 27th. Developer can put in circular or Elbow road – not through to the dune. From Abalone to Brant. No Shared use access to little neighborhood. Steps for egress to Safe Haven Hill are all that's necessary. Skinny street for the rest. Save the giant tree.
- NI. Devalues property owners w/bike path in your side yard. & tree in middle of street leave!
- NI. Make foot access thru from Coho to Abalone as an escape route for tsunami.
- M7. Save the Big tree!
- NI. Put in steps. Vegetation is thick at 28th and Abalone. Only steps need for tsunami evacuation. Save the big spruce.
- Other: Don't need shared use access to the neighborhood – just need steps for egress to Safe Haven Hill. Skinny street for rest.
- NI. Save trees on ROW on Coho. Abalone to Brant, no shared use path, no parking, steps up to abalone for egress.
- NI. Pave only.
- Other. Pave. Plans too invasive to homeowners. Just pave narrow roadway.

**6. SW 29th Street – SW Coho Street to SW Brant Street: Please select your preferred street section design option.**

- 1 Option M2
- 2 Option M3
- 6 Option M6
- 8 No Improvements
- 14 Other

**Comments:**

- Other. 20' pave only.
- Other. M4.
- Other. M4.
- Other. M4. Alt 2.
- M6. No parking. Alternative 2 choice.
- No improvements.
- NI. Paving ok. No tree removals.
- M6. W/o parking. Might not need shared use path sharrows?
- M6. Parking one side. Drainage swale. No walk.
- M4, no veg swale.
- M4, less parking.
- M6. Parking on 1 side only.
- Other: 20 ft. paving only. No need for parking, paths or sidewalk – this is a short street w/ little foot, bike, or vehicular traffic.
- Other: 20 ft. paving only. There is already a swale. 20 ft. paved with no parking or sidewalk. This street and Coho 29th to 30th need drainage.

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## APPENDIX D: PREFERENCES SURVEY RESULTS

- Other: 20 ft. paving only. Little traffic no parking or sidewalks needed.
- Other: Very little vehicle traffic on this section. No need for parking, bikes and walkers can easily be accommodated with a narrow, say 20 foot wide, 2 lane paved street.
- Other: M4. Swale already exists. No sidewalks no parking this is a sm st.
- Other: 20 ft. paving of road only. Don't need parking, paths or sidewalk. Very little foot, bike or even vehicular traffic on this street.
- M3. No parking. No shared path. Just pave street.
- Other: 20 ft. paving only. No sidewalk, paths or parking.
- NI. Pave only.
- Other. Plans too invasive to homes and vegetation. Pave narrow street only.
- Other. 20' paved. No additional besides paving.
- Other. 20' paved.

### 7. **SW 30th Street – South Beach State Park to SW Abalone Street: Please select your preferred street section design option.**

- 2 Option M4
- 1 Option M5
- 4 Option M6
- 8 No Improvements
- 16 Other

#### **Comments:**

- Other. M3.
- Other. M3.
- Other. M4. (SW Brant alternatives)
- Other. M2. Alt 1.
- Other. 2 10' lanes – no parking (skinny street).
- Other. Minimal improvements – don't over-engineer. No on-street parking near gully. SW 30th near cemetery – 20' roadway, no parking.
- Other. Alternative 2. M3.
- Other. M3. No parking.
- Other. M3. No parking from SB State Park to Coho. Save giant trees in ROW.
- Other. M3. No parking. Abalone to Brant, no shared path/sharo. Brant to Coho, sharo striping only, Coho to the dune no gathering places, no parking, no paving, save giant trees in ROW.
- M6. Alternate 2.
- M3, w/o parking – need another entrance/exit to neighborhood that isn't off the Jetty Road.
- M3.
- M3.
- Other: Abalone to Brant. M3 no parking. Brant to Coho. Sharo striping on existing paved road. Coho to the Dune. No paving, parking spaces, gathering places. Save giant trees in ROW.
- NI. No paving, parking spaces, gathering places. Save the trees in ROW.
- NI. From Brant to Abalone just 2 10' travel lanes + shared use path (M-3 from So. Beach State Park to Coho.
- M4. Save the trees! No sidewalks no parking needed. Sharo from 29th & Coho up Coho onto 30th – pave thru to Abalone.
- Other: M3 Brant to Abalone. No parking or path sharo on 20 ft. No changes Coho to S.B. St. Park. Sensitive area. Leave it alone. Save the trees. No park or gathering space, parking spaces, sidewalk or bike paths at 29th and Coho. Sharo on pavement Coho to Brant.
- Other: Leave as is but extend 30th Street to Abalone for 2nd egress.
- NI. Pave only.

- Other. Pave narrow street only since portion paved between Brant & Coho people speed frequently.
- Other. No shared use path. Abalone to Brant – paved

**8. SW Coho Street – SW 27th Street to SW 30th Street: Please select your preferred street section design option.**

2	Option M2
5	Option M3
1	Option M6
19	Option M7
4	Other

**Comments:**

- Other. No improvements.
- Other. Alternative 2. M4. (SW Brant alternatives). Swale will be an issue at driveways.
- M3. No parking. Alternate 3 choice.
- M7. Alternative 2.
- M7. Shared use.
- M7. No tree removals.
- M7. Would be a great pathway/connector.
- M6. M6 between 30th & 29th. M7 between 26th & 29th.
- Leave as is. No street. Path maybe.
- M3. Alt 2.
- M7. 27th to 29th. Do not move ROW. Shared use path only. No disturbing of giant trees on this ROW. 29th to 30th. M3 – no parking or shared use path – put Sharo on the 20 ft. segment. Save trees on ROW.
- M7. 27 to 29. Shared path only save trees in ROW. 29th to 30th. M3- no parking or shared path. Save trees in ROW.
- M7. From 27th to 29th. Save all trees. From 29th to 30th: M-3 but without shared use path or parking. 20 ft. 2 lanes, only. (see 6, above)
- M7. 27th – 29th. Save the trees! Possible sharo on existing road 29th-30th.
- M7. Drainage from 29th & Coho 29th to 30th need along M7 from 27th to 29th. \*South of 30th full of huge trees. Do not disturb. Definitely no street necessary from 27th to 29th. From 29th to 30th paint sharo on 20 ft. road no parking. Save big trees. Do not move right of way. There is room for M7 on existing ROW from 27th to 29th.
- M7. No parking. Save trees on ROW. 27th to 29th maybe shared use path only.
- Pave existing road. Shared path no road from 29th to 27th.
- M7. No need for Coho to go through here. A shared use path would be great & more in step w/this neighborhood.
- M7. No need for Coho to go through here. A shared use path is fine & will be a great enhancement for our neighborhood.
- M7. Nothing from 30th South on Coho, 27th-29th M7 only, save trees on ROW. 29-30th 20 feet paved. Sharo on 20 ft. pavement. Save trees on ROW.
- Other. Pave existing only.
- Other. Pave existing narrow road. Plans too invasive to homeowners and vegetation/trees.
- M7. 29th – 30th sharo on 20' pavement.

**9. SW Brant Street – SW 26th Street to SW 30th Street: Please select your preferred street section design option.**

12 Option M1  
2 Option M2  
5 Option M3  
5 Option M4  
8 Other

**Comments:**

- M1. No parking.
- Parking one side. Sidewalk.
- M2. Probably don't need parking. I prefer shared use to sidewalks for flexibility.
- M1. Flip parking where needed.
- M1. Save the trees. \*Nothing from 30th South on Coho. Sidewalk can go west of the tree on SW corner Brant & 29th. No parking. Street should not disturb giant trees in ROW. There will be less traffic here if 30th goes through – if necessary road width can thin @ giant trees on ROW.
- Other: No parking. Street should not disturb giant trees in ROW.
- Other: No need for shared use/bike path from 26th to 27th. From 27th to 30th, M-3 without shared-use / bike path or parking. Again 20 ft., 2 lanes only (see 6 & 8, above)
- M4. No sidewalks, no parking, no room, no need.
- Other: 20 ft. paved only no bike path or sharo. No sidewalk or parking. There is no room – trees can then be saved.
- M1. No parking. Don't disturb giant trees in ROW.
- M1. No parking.
- Other. 20 ft paving.
- Other. Pave existing only.
- Other. Pave narrow road only. Plans too invasive to homes and vegetation.
- Other. Two travel lanes w/ sidewalk.

**10. SW 35th Street / Highway 101 Intersection – Highway 101 to Ferry Slip Road: Please select your preferred design option.**

17 Option 1  
8 Option 2  
8 Option 3  
0 Other

**Comments:**

- 1. Bungay may have to modify front & side.
- 3. Intersection as configured in South Beach Plan; expected to function at v/c of 0.99 for 2-4 hrs w/annual average traffic; much worse during summertime conditions.

**SECTION C – PARK, OPEN SPACE, & TSUNAMI EVACUATION PROJECTS**

**This section requests your input on specific open space, park, or tsunami evacuation route improvement projects that may be proposed in the plan. (Please view the project displays for design options)**

**11. Coastal Gully Open Space: Please select your preferred design option.**

7 Option 1  
17 Option 2



**Comments:**

- No change. This natural area would be best left without development.
- 1. Passive use.
- No improvement at all. Area is steep, brushy. Conservation easement says no.
- 2. A little better option but with less parking on upper 30th + NO PARKING off of Dungeness/30th.
- 2. More parking west.
- 2. No extra parking.
- 2. Parallel parking on 30th. Focus trailhead access at the state park. Light footprint at gully with trail around perimeter.
- 2. Least intrusive.
- 2. Add pervious path if OMSI allows.
- 1. No trailhead parking.
- 2. Without parking.
- 1. More access/interpretation opportunities.
- 2. Both options infringe on conservation easement. No room here for lawn & picnic area. Conservation easement trumps all. There are giant trees on Coho here. They should not be removed for any reason. No parking necessary. Kids will hang out & drink, lots of parking on jetty rd. Keep all trees on right of way. No added activity from Coho to dune crest.
- Neither option is acceptable. This area is usually full of parked cars during the seafood/wine festival.
- Stop. Neither. Leave some space for kite flying. Neither – should be left as is. Ever see anyone picnic there? No. If you want to play basketball – got to the schools. Stop, stop, stop.
- Not interested in either option. No need for parking & picnic areas.
- Neither. No park, no parking, no lawn, no bike paths. Do not disturb this area. Bike share on 20 ft. Coho and on pavement from Coho to Brant. Save all trees on ROW including on Coho ROW South of 30th.
- 2. Either option would infringe on conservation easement. No parking necessary. Do not remove trees on Coho!!
- 2. No parking. Leave space alone.
- 2. No parking necessary.
- Neither option. No parking, no gathering places, no paving, no added activity from Coho to Dune Crest. Save all trees on ROW on Coho & 30th.
- No! Leave neighborhood as is. We don't want more crime.
- Gully is protected area. How can you put parking and paths there at all? We do not want additional traffic through the neighborhood either. This will inevitably cause crime rate to rise. Put path & parking access on jetty. Don't invade neighborhoods!
- These options seem to be on private property. How can they be considered?
- If this is private property, why is this being considered?

**12. Yaquina Bay Bridge Park: Please select your preferred design option.**

9      Option 1  
20     Option 2

**Comments:**

- 2. More open space = more long term options. Basketball area attract crime/drug deals.
- 2. Farmers market events.
- 2. Good addition to our area.
- Neither. ODOT bridgework staging area.
- It's ODOT property & is windy. It's also for dogs. Maybe a dog park.
- 1. Native landscaping. No shared use path on Abalone (east side).
- 2. Landscape rather than sculptural element.

- 2. With basketball w/ phased in park if requested for kids.
- 2. Windscreen maybe best as vegetation.
- 2. Maybe Farmer's Market doesn't want to move here. Has anyone asked them?
- Why develop this area just to increase traffic noise, bad behavior, etc.
- Neither – should be left as is. Ever see anyone picnic there? No. If you want to play basketball – got to the schools. Stop, stop, stop.
- 1. Soccer court? Kid space.
- Neither. Will add noise, traffic for residents on Abalone Day and Night.
- 1. This would be a fantastic addition to S. Beach & a great visitor attraction as well as a wonderful neighborhood space.

**13. Safe Haven Hill: Please comment or provide feedback on the preferred design option.**

**Comments:**

- Maintenance will be awkward considering pervious use.
- It's a nice area and more access is ok as long as there are no transients staying there.
- I like the design as presented.
- Good plan.
- Looks fine.
- Drop walk east side Abalone. Focus multi-use path west side Abalone & Cross where ramp will be constructed.
- Better access is needed. Fine.
- Fine.
- Good.
- No comment.
- Multi-use path on west side of road works better for neighborhood.
- Egress from neighborhood necessary. Put steps where 28th ends @ Abalone. Put in minor connection from neighborhood: Brant to Abalone @ 30th. No parking on 30th between Brant & Abalone.
- Improve access from 28th St. to Abalone (at least walking access) (see item A.7.) Put in 20 ft. paved section of 30th from Brant to Abalone.
- Improve access from 28th St. to Abalone with 20 ft. road.
- Save the trees. Connect 30th St. to Abalone. No light pollution please.
- Clean underbrush only. Do not take down big trees. No lighting, no park. Should be prepared for tsunami only. Too secluded for other uses.
- No parking. Egress from neighborhood necessary. Put in steps where 28th ends @ Abalone.
- No parking.
- Good place for transients to hang out.
- Provide egress from neighborhood with steps from 28th & Abalone.
- Improve access to hill for emergency purposes.
- Definitely need stairs/path for access in case of tsunami.
- The easiest access.